

AMENDMENTS TO THE SPECIFICATION:

Please replace the following numbered paragraphs with the following rewritten paragraphs:

- [3] Typically, the stabilizer bar is a rod-shaped member with a central segment oriented to extend laterally across the vehicle and having an arm segment extending longitudinally at each end of the central segment. The central segment of the stabilizer bar is supported for rotation about its own longitudinal axis by one or more mounting brackets which are fixed to the vehicle body or frame. The distal end of each arm segment is coupled to a control arm of the suspension system by an end link.
- [8] The anti-shift collar according to the present invention prevents lateral movement of a stabilizer bar assembly. The anti-shift collar has an internal profile that allows it to be mounted onto the bar over a previously formed end. This end is typically a forged spade end and the internal profit profile of the collar reflects this form. The anti-shift collar is crimped to the central segment of the stabilizer bar and is locked to the central segment thereby.
- [12] Figure 2 is a perspective view of a stabilizer bar having an ~~ant-shift~~ anti-shift collar according to the present invention;
- [13] Figure 3 is a plan view of an ~~ant-shift~~ anti-shift collar prior to crimping;
- [14] Figure 4 is a perspective view of an ~~ant-shift~~ anti-shift collar prior to crimping;
and
- [15] Figure 5 is a plan view of an ~~ant-shift~~ anti-shift collar after crimping.
- [17] A vehicle frame 12 includes a pair of longitudinal ~~side frame~~ rails 14 and a crossbeam 16. Suspension system 10 includes a long lower control arm 18 and a short upper control arm 20 which are both pivotally attached to frame 12. A strut assembly having a helical coil spring 22 and a strut damper 24 is retained between an intermediate portion of lower control arm 18 and frame 12 to support the weight of the vehicle body and any loads which are transmitted through lower control arm 18. Upper control arm 20 is connected to lower control arm 18 by a steering knuckle 26. A hub and rotor assembly 28 is rotatably

attached to a spindle portion 22 27 of steering knuckle 26 such that a wheel and tire (not shown) may be mounted thereon.

[19] Referring to Figure 3, the anti-shift collar 38 is illustrated prior to crimping. It should be understood that the anti-shift collar 38 may be crimped at any desired location. The anti-shift collar 38 includes a generally elliptical outer perimeter 40. The smaller radius ends 46 ~~of the generally elliptical anti-shift collar 38 adjacent the clipped ends 46~~ of the elliptical outer perimeter 40 are preferably clipped ends 47. That is, the clipped ends 46 47 are linear and break the elliptical outer perimeter 40.

[20] An inner perimeter 42 includes a ~~semi~~-circular portion 44 and a polygonal portion 48 adjacent each of the clipped ends 46 47 of the elliptical outer perimeter 40 (also illustrated in Figure 4). The circular portion 44 is preferably large enough to be received over a finished and shot peened arm segment 34, the elongated central segment 32 and the bends therebetween (Figure 1). In addition, any formed ends such as forged eyes must also be passed therethrough. That is, the polygonal portions 48 allow the anti-shift collar 38 to be slid to a desired position over the formed ends then crimped into place.

[21] Referring to Figure 5, the anti-shift collar 38 is illustrated after a crimping operation is performed such that the anti-shift collar 38 is locked to the central segment 32 thereby. A crimp (illustrated schematically by arrow C) is preferably made upon the elliptical outer perimeter 40 adjacent each polygonal portion 46 48. That is, the clipped ends 46 47 are crimped to form pinched areas 50 ~~which extend outward from the central segment 32 along an axis P generally transverse to the stabilizer bar assembly 30~~ to lock the anti-shift collar 38 ~~thereto to the central segment 32 of the stabilizer bar assembly 30~~. The configuration of the elliptical outer perimeter 40 and the clipped ends 46 47 advantageously simplifies crimping to two opposed locations. In addition to allowing passage over formed stabilizer ends, the pinched areas 50 take-up the clearance between the circular portion 44 prior to crimping and the central segment 32. A rigid and relatively uncomplicated mounted is thereby provided.